

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Lydia, Captain PERREUX, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unclaimed after the 5th Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Sept. at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, August 30, 1889. 1630

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship Glenyle, having arrived from the above Ports, Consignees of Cargo by her and by the S.S. Ladygate will from New York, are hereby informed that their Goods, being landed at their risk in the Godowns of the HONGKONG AND SHANGHAI WHARF AND GODOWN CO., LD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before Noon To-day.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 10th September, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, August 30, 1889. 1879

STEAMSHIP CALEDONIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex S.S. Ebre, and from Bordeaux ex S.S. Ville de Lille and Compa, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk at the Company's Godowns, Bowring, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, unless notice is received from the Consignees before 11 a.m. To-day (Wednesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining unclaimed after Wednesday, the 4th September, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before the 6th September (Friday), or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, August 28, 1889. 1692

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, £5,000,000
PAID-UP CAPITAL, £2,500,000
RESERVE FUND, £1,250,000

Board of Directors:

HON. J. J. KESWICK, Chairman.

HON. C. P. CHATER, Vice-Chairman.

E. A. SOLOMON, Esq.

E. S. MOSES, Esq.

C. E. NOBLE, Esq.

LEE SING, Esq.

POON FONG, Esq.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, on LAND or BUILDINGS; PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

A SHELTON HOOPER, Secretary.

Victoria Buildings, Hongkong, 3rd May, 1889. 844

SHANGHAI LAND INVESTMENT COMPANY, LIMITED.

SUBSCRIBED CAPITAL, £1,000,000
CAPITAL PAID-UP, £500,000

Board of Directors:

J. S. FURDON, Esq. (Chairman), of Messrs. MATTHEW & Co., of Messrs. ALFRED DENT & Co.

E. J. HOGG, Esq.

JOHN WALTER, Esq., Manager of Hongkong & Shanghai Banking Corp.

A. G. WOOD, Esq., of Messrs. GIBB, LIVINGSTON & Co.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

LOANS made on MORTGAGE on LAND, BUILDINGS, &c. PROPERTIES Bought and Sold. ESTATES managed and all kinds of LAND AGENCY and COMMISSION BUSINESS conducted.

GIBB, LIVINGSTON & Co., Agents.

Shanghai, July 19, 1889. 1498

Intimations.

CHAS. J. GAUTZ & Co.,

Optician, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOICELANDS, CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIGHT AND OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

English Silver & Electro-Plated Ware, China & Co. & Electro-Plated Ware, GOLD & SILVER JEWELLERY in great variety.

DIAMONDS.

DIAMOND JEWELLERY.

A Splendid Collection of the Latest London Patterns, of very moderate prices. 742

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEKOO, NEW CHWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship Tiden, Captain Brown, will be despatched as above on MONDAY, the 2nd September, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 31, 1889. 1650

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship Narnon, Captain J. M. Spaulding, will be despatched to the above Ports on TUESDAY, the 3rd September, at 10 o'clock a.m.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, August 31, 1889. 1695

NORDEUTSCHER LLOYD.

STEAM TO SHANGHAI.

The Co.'s Steamship Bayern, Captain J. M. Spaulding, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to MELOHRS & Co., Agents.

Hongkong, August 31, 1889. 1691

NORDEUTSCHER LLOYD.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship General Werder, Captain M. Eichel, will leave for the above Ports on or about 24th September.

For further Particulars, apply to MELOHRS & Co., Agents.

Hongkong, August 31, 1889. 1690

AUCTION SALE OF VALUABLE CENTRAL BUILDING LAND.

THE Undersigned is instructed to Sell by Public Auction, on the Premises, on

THURSDAY, THE 12TH DAY OF SEPTEMBER, AT FOUR O'CLOCK P.M.,

Either in One Lot or Divided,

INLAND LOT No. 606, upon the BONHAM ROAD, adjoining the Berlin Mission, having a frontage on the Hospital Road of 440 feet and on High Street 260 feet, containing 43,200 square feet. Crown Rent, \$108.48 per annum.

TERMS:—20 per cent. cash, and 80 per cent. on Mortgage for 3 years at 6 per cent. per annum.

For further Particulars and Conditions, apply to SHARP, JOHNSON & STOKES, Solicitors, or to G. R. LAMMEET, Auctioneer.

Hongkong, August 31, 1889. 1696

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 25th day of September, 1889, at 4 p.m., the Company's Steamship ELEANOR, Capt. J. M. Spaulding, with MALES, PASSENGERS, SPOILS, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Specie and Parcels until 10 a.m. on the 25th September. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELOHRS & Co., Agents.

Hongkong, August 31, 1889. 1693

To-day's Advertisements.

THE HALL & HOLZ CO-OPERATIVE COMPANY, LIMITED.

7 PER CENT. PREFERENCE LOAN.

First Drawing of 100 Debentures of £100 Each.

THE following DEBENTURES were DRAWN on TUESDAY, 28th August, 1889, at the HEAD OFFICE of the Company, and will be Payable (together with the Second Half Year's Interest), on and after the 31st Inst., at the Office of the Hongkong & SHANGHAI BANK.

W. HAYWARD, Secretary.

5 17 26 28 41 68 83

95 108 129 153 155 206 221

225 241 274 275 292 316 324

374 380 394 395 404 405 433

464 407 494 513 565 570 571

582 596 610 612 622 641 649

671 674 682 687 703 717 719

723 729 734 7 7 751 806 854

882 888 899 932 950 956 976

982 988 1021 1031 1058 1096 1110

1137 1165 1167 1187 1204 1215 1236

1240 1240 1250 1251 1287 1300 1306

1322 1328 1333 1363 1373 1391 1438

1443 1444 1445 1459 1465 1466 1472

1482 1491

Shanghai, 20th August, 1889. 1894

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour.

APRILITE, German ship, Captain B. Buehl—Order.

HARVEST QUEEN, British ship, Capt. E. A. Forsyth—Russell & Co.

KITTY, British barque, Capt. H. Wilson—Captain.

OMEGA, British barque, Captain A. O. Brown—Gonsalves & Co.

REPORTER, American ship, Capt. G. P. Spaulding—Butterfield & Swire.

RICHARD PARSONS, Amer. barque, Capt. W. T. Thorne—Waller & Co.

ROBERT S. EDWARD, British ship, Capt. Andrews—Adams, Bell & Co.

SATSUMA, British barque, Captain A. G. Swenson—Edward Schellhaus & Co.

St. JULIEN, British barque, Capt. W. J. King—Russell & Co.

CHEMICAL APPARATUS.

MICROSCOPES.

ELECTRICAL APPARATUS.

BATTERIES.

Portable Electric Call Bells.

INVALIDS.

ALARM BELLS.

PHOTOGRAPHIC APPARATUS.

SOLD BY DAKIN BROS. OF CHINA, LIMITED, CHEMISTS, HONGKONG.

Telephone No. 60.

Hongkong, August 29, 1889. 1677

SHIPPING.

ARRIVALS.

August 30, 1889:—

Hideyoshi Maru, Japanese steamer, 466, A. Murray, Port Cockburn August 27, Coal.

TAKASHIMA COLLEBY.

Amoy, German steamer, 814, R. Kohler, Shanghai August 27, General and Rice—SIEMSEN & Co.

August 31:—

Triumph, German steamer, from Whampoa.

Tiden, British steamer, 1,509, R. J. Brown, Liverpool July 20, Singapore Aug. 26, General—BUTTERFIELD & SWIRE.

Narnon, British str., 863, F. D. Goddard, Fochow August 27, Amoy 28, and Swatow 31, General—DOUGLAS STEAMSHIP CO.

Soehne, British steamer, 337, McLesse, Pakhoi August 28, and Hoihow 30, General.

Kwon Tai Loos.

Johann, German steamer, 428, H. Bing, Pakhoi August 28, and Hoihow 30, General.

WILDER & Co.

Marie, German str., 704, C. A. Hundewadt, Haiphong August 29, Rio—A. R. MARY.

DEPARTURES.

August 31:—

Amoy, for Whampoa.

Diamonds, for Manila.

Glenyle, for Shanghai.

Cleared.

Hideyoshi Maru, for Port Cockburn.

Propontis, for Kutchinotzu.

Tiden, for Amoy and Shanghai.

Fochow, for Coast Ports.

Yangtze, for Shanghai.

Narnon, for Saigon.

Falkenberg, for Saigon.

Triumph, for Chiofo.

Acte, for Hoihow and Pakhoi.

Ede, for Haiphong.

Soehne, for Hoihow and Pakhoi.

PASSENGERS.

Amoy:—

Per Amoy, from Shanghai, Mr. W. O. Hinton, and 50 Chinese.

Per Tiden, from Singapore, 91 Chinese.

Per Narnon, from Coast Ports, Miss Miles, Miss Angell, one Sister of Charity, Mr. Jenkins, and 180 Chinese.

Per Soehne, from Pakhoi, 21 Chinese.

Per Johann, from Pakhoi, 91 Chinese.

Per Marie, from Haiphong, 21 Chinese.

DEPARTED.

Per Diamond, for Manila, 6 Europeans, and 6 Chinese.

Per Glenyle, for Shanghai, 2 Europeans.

To DEPART.

Per Titan, for Amoy, 120 Chinese.

Per Fochow, for Swatow, 1 European, and 200 Chinese.

To DEPART.

Per Yangtze, for Shanghai, 12 Chinese.

Per Fochow, for Saigon, 20 Chinese.

Per Triumph, for Chiofo, 3 Europeans.

Per Acte, for Hoihow, 30 Chinese.

Per Marie, for Haiphong, 1 European, and 18 Chinese.

Per Soehne, for Hoihow, 50 Chinese.

SHIPPING REPORTS.

The German steamer Amoy reports: First part of voyage, light and moderate North-Westerly winds; from White Dogs light North-Easterly and South-Easterly winds alternately, with fine weather throughout.

The British steamer Tiden reports: Left Singapore 5 p.m., 25th August, fine clear weather to arrival.

The British steamer Narnon reports: Left Fochow on the 27th instant, and experienced moderate N.E. winds and fine weather to Amoy; left Amoy on the 28th, and Swatow on the 30th; from Amoy to Swatow, light Northerly winds and fine weather; and from Swatow to port, light variable winds, with passing showers.

In Fochow, steamer deamur, Fochit and Ghase. Steamer in Amoy, R. C. Ling King. Steamer in Swatow, Wenchow.

The British steamer Soehne reports: Left Pakhoi on the 28th, and Hoihow on the 30th instant, had light South-Easterly winds and fine weather.

POST-OFFICE NOTICES.

MAILS will close:—

For AMOY & SHANGHAI.—Per Titan, at 9 a.m., on Sunday, the 1st Sept.

For SHANGHAI.—Per Yangtze, at 9 a.m., on Sunday, the 1st Sept.

For AMOY.—Per Amoy, at 11.30 a.m., on Monday, the 2nd Sept.

For YOKOHAMA & KOBE.—Per Soehne, at 1.30 p.m., on Monday, the 2nd Sept.

For AMOY & MANILA.—Per Don Juan, at 4.30 p.m., on Monday, the 2nd Sept.

For SINGAPORE, MAURITIUS, PORT NATA, EAST LONDON, PORT ELIZABETH & CAPE TOWN.—Per Crown of Aragon, at 5.30 p.m., on Tuesday, the 3rd Sept.

For PORT DARWIN, THURSDAY ISLAND, COOK, WAVERLEY, TONGAREVA, BRISBANE, SYDNEY, MELBOURNE & ADELAIDE.—Per Titie, at 3.30 p.m., on Tuesday, the 3rd Sept.

For STRAITS & BOMBAY.—Per Bormida, at 11.30 a.m., on Friday, the 6th Sept.

For SINGAPORE.—Per Friga, at 9.30 a.m., on Friday, the 6th Sept.

For STRAITS, COLOMBO & BOMBAY.—Per Quinter, at 11.30 p.m., on Thursday, the 12th Sept.

A. S. WATSON & Co., LIMITED.

To ALL WHOM IT MAY CONCERN.

NOTICE is hereby given that A. S. WATSON & Co., LIMITED, carrying on BUSINESS at the HONGKONG DISPENSARY, Victoria, in the Colony of Hongkong, and in many other Ports and places in China and elsewhere, have registered in the said Colony their Trade-marks on Articles, viz. BROWN WATSON'S, PATENTED WINE, SPIRITS, LIQUORS, CHOCOLATES, and other Articles appertaining to the Business in its various Branches, and also as to the Labels, Wrappers, Brands, or Marks affixed to the same, and that if any infringement or colourable imitation of the same be made or attempted to be made by any Person or Persons, the said A. S. WATSON & Co., LIMITED, will immediately take legal proceedings for an injunction to restrain him or them from affixing, or procuring, or allowing to be affixed to any bottle, or box, or other article, using, or employing, or permitting to be used, or employed any labels, wrappers, brands, or marks used by the said A. S. WATSON & Co., LIMITED, and also to obtain damages in respect thereof.

Dated this 14th day of May, 1889.

WATSON & DEACON, Solicitors for the said A. S. WATSON & Co., LIMITED.

950

Quotations.

HONGKONG, August 31.

OPTUM—New Patna, cash, 655

" New Patna, cash, 545

" Old Patna, cash, 547

" Old Patna, cash, 547

" New Malwa, cash, 570

" Old Malwa, cash, 570

" Allowance, Teas, 8/24

" Allowance, Teas, 40/64

of lotteries, on the successful candidates are licensed, and instead of seeking for pounds or shillings on the Derby, the Cantonese satisfy their taste for gambling by the purchase of tickets. The lists of the winning tickets are published, and the man who can pick off on the list of entries the greatest number of successful scholars wins the lottery. It may be objected that it is gambling, and that it leads to all the evils attendant on that vice. It does; and the same may be said of the tobacco, opium, and cock-fighting. But the Government are forced and stolen, promising students are, housed or bribed not to put out their powers, examinations, it is hinted, exposed to serious temptations; but as racing encourages the breed of horses, on the richness the property of the Government, and the Government encourages the pursuit of learning and furnishes the local Government with a considerable revenue in the amount given for the monopoly of carrying it on.

THE SINO-JAPANESE EXHIBITION.

At the same time the railway has been opened to this College for the encouragement of native learning, he has been engaged in founding another college for the study of foreign science, or at least so much of it as may be necessary to enable China to build up a fleet and fight with the navy, and specially to counter the torpedo and other destructive weapons which the Japanese have hitherto in these buildings are being put up at Whampoa for the naval school, which has been established under the supervision of two German officers and an English one. With that ultimate success it is premature to say, but that they certainly manage their torpedo boats in a most creditable way on the drill ground, and in the management of their engines-of-war they seem able to avoid accidents, the assistance of European engineers or navigators.

THE MINT.

The Mint, under the management of Mr Wyon, has made great progress. Indeed, at the moment of writing, it is ready for the issue of £1,000,000 cash a day, but already, coming in the shape of silver, the Government are under the necessity of re-persecution on the dies, did not satisfy the fastidious taste of the great Chinese scholar, who rules the destinies of Canton, and they are waiting until his handwriting may be impressed on a new set of dies. The new dies, it is said, will be brought into general circulation, and will be clear to the Cantonese are a particular vice, and, unlike the natives of the north, do not accept anything whether made of copper or said that it proves to be a cash as whether they will accept it. It is said that the mint on equal terms with the copper currency to which they have been accustomed. Large cash are, indeed, already in use, and, largely, but only as tokens or counters in the gambling houses, and the existing currency is not so much in demand. The work adversely to the introduction of the new coinage; and, indeed, they say there is little sufficient supply of the old cash for current needs. What, it is said, is wanted is a supply of small silver 10-cent pieces, as present procured at a high premium from the Government, and Japan, although there is a machinery in the mint to make them, the Imperial authority to do so is wanting. Nor could the mint wisely venture on silver coinage, before being supplied with what is at present lacking, the silver to be coined.

THE KOWLOON RAILWAY.

Another great scheme is the completion of two great cities opposite Hongkong and Macao connected by railway with Canton and to draw to Chinese soil the commerce of those foreign ports, has not made great progress, although it is still talked of. Indeed, the railway has been made in the neighbourhood of the city, but the Government are making out Macao, but it is not so far more than talk.

With the insignificant water communication between Hongkong and this place a steamer could have little support, so far as the carriage of goods is concerned, and it would be very costly in the necessity for numerous and costly bridles. Nor would it have the effect of support. Lead in British Kowloon would probably rise in value, but the trade of Hongkong is not simply the trade of Canton, which now contributes but a fractional part of its revenue.

THE BUILDING OF THE RIVER.

A more practical scheme which does his excellency the greatest honour, the proposed building of the whole river front of this city, the reclamation of the proposed causeway, the building of a proposed establishment of broad practice, by the electric light and suitable for wheel conveyances, has been approved and even commenced; but I fear the difficulties are too great to admit of its being carried out. The question is, whether they have real difficulties, or whether it is not a matter of money; the quarters whom it is proposed to remove, are not likely to give up their ground quickly; the thousands of boats which find an anchorage in the bay it is proposed to reclaim cannot be expected to move from the result of a strategy, and a little piece of public ground to erect needed customs sheds, the extensive interference with long enjoyed privileges will lead to such an outburst of popular feeling that the scheme will probably be abandoned. The building of the wharves, as it is, has a length of bund made, and the old causeway between Shamen and the old causeway is so covered with stalls and sheds that it has become a narrow, overcrowded street, and all efforts to get it cleared have been ineffectual.

THE TWO NEW HONGKONG PORTS.

The last object of interest is the opening of two great ports, the Tse Tung King, in Yunnan and Kuangsi, and the French hope to divert the supply of those provinces from Canton and Shanghai. To some extent this may be the result, but there are serious difficulties to be overcome, and it is not in the immediate future that there is need of fear.

Indeed, if steam communication were thrown freely open, the Cantonese would still retain the supply of the Kuangsi province, for rail can never compete with water in the conveyance of heavy goods, and the Chinese will be able to get the supply of Hanoi or Haiphong, and the French as a centre of supply. Individual merchants there may, when the proposed railway is completed, send up consignments by it; but if easy communication is kept up, the superior advantages of a waterway will always keep the trade there. The only danger is the native trades may be better for their interests to import through Tse Tung King, to avoid the duties levied in route between this and the Cantonese province, and the delays consequent on the passage of goods by the port in Yunnan, judging from the experience of the past, the means of access by the sea are only available for a small portion of the year, and, when goods arrive at Metz Bay, almost insuperable difficulties are encountered in overhauling them by the means of the mule and the Yunnan.

However, every year, the Chinese are not contented with foreign goods, and Chinese is to be welcomed. New ports, and, no proper at the commencement, and the first adventurers will find a fortune waiting them; but their advantage trade generally, whether the Chinese or the foreign, is to be feared, and, entirely into native hands, or whether foreigners succeed in obtaining the share anticipated.

Mails

NOTICE.

AGENCE DES MESSAGERIES
MARITIMES.

REBOIS POSTE FRANCAIS.

STEAM FOR
N, SINGAPORE, BATAVIA,
LOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
SEA PORTS, ALEXANDRIA,
BRITISH AND PORTUGUESE

G. DE CHAMPEAUX,
Agent.
Long, August 30, 1889. 1689

HONGKONG, SATURDAY NOON, 15th AUGUST, 1936	
REPORT:	CASH OPERATIONS:

and of bottles. It has never failed in any case where there were any of the following symptoms:—Nausea, sickness, sourness of the stomach, rising of wind after eating, a sense of fulness and heaviness, dizziness, bad breath, slims and swellings on the gums and teeth, constipation, yellowness of the eyes and skin, dull rheumatic sensations, rigors in the arms, and a general loss of appetite, or shortness of breath. There are signs that the system is overworked, and the blood is out of order. On repeated inquiries, covering a great variety of ailments, my customers have invariably said, 'I am better,' or 'I am cured.' I have never known a person get sicker after using the cure. One of my medicines is that people tell each other of its efficacy, and those who have been cured say so. I am saying: 'Go and get Mother Seigel's Curative Syrup; it will make you out of the hundreds of cures I will send you, or two that happen to come into my hands.' To old gentlemen, whose names they do not like me to give you, has been sent to Indigestion and Dyspepsia for many years. They had taken all kinds of medicine, but no good. One of them was told he could not bear a glass of ale. He was advised to use the Syrup and recovered, and were as hale and hearty as in the prime of life.

A remarkable case is that of a housewife or named Jeffries, who lived at Panama in Kent. His business obliged him to expose himself to a great deal of wind and weather, and he was seized with rheumatism and his joints soon swelled up with pain, and were very stiff and painful. He thought that the doctors could do seemed to reach the seat of the trouble. It so happened that he would so hardly any more, and for the whole of the winter of '66 and '70, he had to give up and take to bed. He had been afflicted in this sorry condition for three years, and was getting worn and discouraged. Besides, he had over £200 for his expenses. He had been told that he had the best kind of cure he heard of—Mother Seigel's Curative Syrup—has done for others and sent him a 2s. 6d. bottle of it. In a few days he sent me word he was much better and that he had finished the bottle. He sent me another for a 6d. bottle, and so on. He was going that way I carried it down to myself. On getting to his house with my astonishment and surprise to find him out in the garden weeding an onion bed. I could hardly believe my own eyes, and said: 'You are cured.' He said: 'I ought not to be out here, I say, it may be death of you, after being laid up all this time with rheumatism and dropsy.'

My reply was:—'There is no danger. The weather is fine, and Mother Seigel's Curative Syrup has done for me in a few days what the doctors could not do in three years. I think I shall get well now.'

He kept on with the Syrup, and in a short time was at work again, and has had no return of the trouble for now nearly ten years.

And medicine that can do this or more, I would be known all over the world.

Yours faithfully,
(Signed) REBERT GRAHAM,
OF GRAHAM & SON,
Newway House, Sanbury.
Middlesex.
June 25th, 1897.

As above wonderful cure of Rheumatism the result of the remarkable power of Mother Seigel's Curative Syrup to cleanse the blood of the poisonous humours that are the cause of Indigestion and Dyspepsia. It is for sale by all chemists and medicine vendors, by the proprietors, A. J. White, Limited, 5, Raffles Road, London, Eng.

Intimations
NOW READY.
VOLUNTEERS AND THE DEFENCE
OF HONGKONG.
A SKEETCH
BY
FIFTY CENTS.
to be had at Messrs. LANE, CLAWFORD
& CO.; Messrs. KELLY & WALSH; and
at Mr. W. WATKINS & CO.
August 14, 1898. 1692

DENTISTRY
FIRST CLASS WORKMANSHIP.

CARGO AND PASSENGERS
JAPAN, CANADA, THE
INDIAN STATES, AND EUROPE,
VIA
CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

British Steamship **BATAVIA**,
59 Tons Register, WILKINSON,
Master, will be despatched for
YOKOHAMA, B.O. MID KOBE and
HAMBURG on THURSDAY, the 12th
inst., at Noon.
To be followed by the S.S. **PORT**
MARIA, on 26th September, and S.S.
LIDA, on the 10th October.
Passage will be made at Yokohama
between Shanghai and Japan
and at Vancouver with Pacific Coast
by the regular Steamers of the
COAST STEAMSHIP COMPANY and
passengers.

Through Passage Tickets granted to Eng-
lish, American, and Germany by all trans-
atlantic Steamships as follows :—
First class Fare granted as follows :—
Common points in Can- .. \$210.00
and the United States .. 975.00
Per diem .. 320.00
London .. 320.00
Addition .. 320.00
Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
Imperial Chinese and Japanese
to be obtained on application.
As far as possible to accompany Cargo
at points in the United States,
to be sent to the Company's Office
to Mr. D. E. BROWN, District
Agent, Vancouver, B.C.
The bill will be received on board until
the 11th September.
All passengers must call on our Office
before being marked to address in full;
otherwise they will be received by us until
the day previous to sailing.
For information as to Passage of Freight,
apply to
ADAMSON, BELL & Co.,
Agents,
Vancouver, August 29, 1889. 1674

O. S. MAIL LINE.

HUIFONG MAIL STEAMSHIP
COMPANY.

ROUGH TO NEW YORK, VIA
AMERICAN RAILWAYS, AND THROUGH
KOREA, JAPAN, AND SAN FRANCISCO.

The U. S. Mail Steamship **CHUTE OF**
THE PEAKING will be despatched for San
Francisco, via Yokohama and Honolulu, on
SATURDAY, the 19th September, at 1
o'clock P.M. Passengers and Freight for
the United States and Europe will be re-
ceived by Bills of Lading issued for trans-
it to Yokohama and other Japan
and the United States, via Atlantic and
Pacific Oceans, to Havana, Trinidad, and
other ports, and to points in Central
America; by the Company's and
other Steamers.

Through Passage Tickets granted to
English, American, and Germany by all trans-
atlantic Steamships as follows :—
First class Fare granted as follows :—
Common points in France .. \$225.00
and return .. 993.75
Per diem .. 325.00
London .. 325.00
Addition .. 325.00
Special reduced rates granted to
Officers of the Army, Navy, Civil Service
Imperial Chinese Customs, to be
obtained on application.
As far as possible to accompany Cargo
at points beyond San Francisco, to
the United States, should be sent to the
Company's Office at Paris, or Liverpool,
or to the Collector of Customs at San
Francisco.

Further information as to Passage
of Freight, apply to the Agency of the
No. 504, Queen's Road Central,
O. M. HARMAN,
Agents,
Vancouver, August 15, 1889. 1673

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Queen Street, Hongkong.